

REDHILL AERODROME CONSULTATIVE COMMITTEE

Minutes of the meeting of the Consultative Committee held at Redhill Aerodrome on Wednesday the 9th April 2014 at 10.00 a.m.

PRESENT:

Mr. Terry Pollard	- Chairman
Ms. Ann Bartaby	- Redhill Aerodrome Ltd
Mr. Don Butler	- Private Operator
Councillor David Chapman	- Nutfield Parish Council
Councillor Mrs. Jan Cook	- Salfords & Sidlow Parish Council
Councillor Ian Frow	- Outwood Parish Council
Councillor Mrs. Pat Glenn	- Bletchingley Parish Council
Mr. Chris Hoskins	- Nutfield Conservation Society
Councillor Bevan Hubery	- Godstone Parish Council
Mr. Paul Murray	- KRAG
Mr. John King	- Godstone Preservation Society
Councillor Paul Potter	- Mole Valley District Council
Councillor Barbara Thomson	- Reigate and Banstead Borough Council
Councillor Mrs. Debbie Vickers	- Tandridge District Council
Councillor Helena Windsor	- Surrey County Council
Mr. Philip Wright	- Redhill Aerodrome Limited
Mr. Alistair White	- Acebell Aviation

IN ATTENDANCE:

Julie Porter

Tandridge District Council (Secretary to the Committee)

1. CHAIRMANS WELCOME

The Chairman welcomed Councillor Barbara Thomson from Reigate and Banstead Borough Council as this was her first meeting.

He also thanked Sergeant Paul Sochon from the National Police Air Service for hosting the informative site visit, which took place prior to the Committee meeting.

2. MINUTES

Subject to an amendment of the number of emergency aircraft based at Redhill Aerodrome (there were two not three) the minutes of the meeting held on the 5th February 2014 were agreed.

Arising from Minute 3 (Monitoring reports from Redhill Aerodrome) – NPAS confirmed that the aerodrome log had been checked, as had the aircraft technical log and NPAS flight tasking system. All three evidenced that the complaint was not related to a Police helicopter.

3. MONITORING REPORTS FROM REDHILL AERODROME

Reports for the period January 2014 to March 2014 were submitted regarding:

- (i) aircraft movements
- (ii) movements outside Air Traffic Control (ATC) hours
- (iii) complaints (8) about fixed wing aircraft overflying properties
- (iv) complaints (4) about helicopters overflying properties

*** These reports are reproduced at Appendix 'A' (page 4).

Cllr Cook questioned the process for feeding back complaints to the Emergency Services. Mr. Wright explained that any complaint related to flights carried out by either the National Police Air Service or the Air Ambulance were fed back and services were given a copy of the complaint.

Mr Hoskins referred to the previous problem associated with the Noise Line system. It was confirmed that all system issues had been resolved and all complaints were logged with a separate reference.

4. OUTCOME OF THE PLANNING APPEAL

It was explained that the Planning Appeal to build a hard runway had been dismissed by the planning inspectorate. Mr. Murray enquired into the decision to appeal to the High Court.

Ann Bartaby discussed the intentions of Redhill Aerodrome following the refusal. She explained that the board, staff and tenants had been disappointed with the decision and following legal advice had made a decision to lodge a claim with the High Court. It was explained that the High Court process could take at least six months and the outline of the process was described.

Ann went on to discuss the plans for the future of the Aerodrome (without the presence of a hard runway). The plans focused on:

- Increasing the level of activity at the site by promoting it to flying clubs and making it more attractive to pilots and other visitors
- The use of permitted development rights to improve the site, such as improved parking areas and taxiways.
- Carry out repair work on two hangers (which were damaged by adverse weather in January) to secure tenants for the buildings.
- Replace lighting (with owners of the business self funding)

*** Further details of the intentions are reproduced in an open letter to the Committee attached at Appendix 'B' (page 9).

Ann accepted that community engagement could be improved and proposed an opportunity to hear from local residents on ideas which they are willing to support. She expressed the concern that the operation was fragile and highlighted that closure of the site would not only cause job losses but greater uncertainty for the site. It was suggested that an initial meeting could be arranged with the Parish Councils, as representatives of their community, followed by further Community engagement meetings.

The Committee welcomed this approach, and suggested that a briefing note be circulated with a list of ideas prior to the Parish meetings.

5. ANNUAL REPORT 2013-2014

The Committee discussed the proposed content of the 2013/2014 annual report. It was agreed that it would broadly mirror that of previous years, with the exception that reference would be made to the Department for Transport's proposed guidelines for Airport Consultative Committees.

It was agreed that the draft report would be circulated for comment prior to the public meeting on the 7th June 2014.

6. DATE OF FUTURE MEETINGS

Future meetings (all commencing at 10.00am) were scheduled as follows:

Ordinary meetings

Wednesday 10th September 2014

Annual Meeting

Saturday 7th June 2013 – Nutfield Village Hall

Rising: 10.55 a.m.

Redhill Aerodrome Managers Report to
Redhill Aerodrome Consultative Committee – Apr 2014

APPENDIX 'A'

Aircraft Movements

	Jan-Mar 2012	Jan-Mar 2013	Jan-Mar 2014
Fixed-wing			
Movements	2244	1015	1420
Touch & Go	1990	508	944
Total	4234	1523	2364
Helicopter			
Movements	2834	2764	2763
Airfield Detail	3496	2130	1370
Total	6330	4894	4133
Grand Total	10564	6417	6497

APPENDIX 'A'

CAA Stats Jan - Mar 2014			
	Arrivals	Departures	Total
Aero Club	1600	1601	3201
Biz Av (Dom)	25	24	49
Biz Av (Int)	0	0	0
GA (Dom)	207	205	412
GA (Int)	3	3	6
LCF	131	131	262
Mil/HLE/UKP	616	616	1232
Air Test	84	83	167
Offical/Govt	0	0	0
Private	350	350	700
Training/Test	234	234	468
Grand Total	3250	3245	6497

Note: Private – Private Flights, Official – Government Flights, Air Test – Maintenance Flights, Mil/EMS/UKP – Military, Police and Air Ambulance, LCF - Local Commercial Flight, Aero Club – Flying Clubs, Training/Test – training and test flights for commercial licences, GA(Dom) – General Aviation Domestic, Biz Av(Dom) – Business Aviation Domestic, GA(Int) – General Aviation International and Biz Av-(Int) – Business Aviation International.

Jan - Weather: there were 17 days when weather (strong winds, thunderstorms/rain or fog) reduced flying activity. **Runways:** the grass runways were unserviceable throughout this period. Unlicensed paved Runway 07/25 was used on 31 days with 293 movements taking place.

Feb - Weather: there were 19 days when weather (strong winds, thunderstorms or fog) reduced flying activity. **Runways:** the grass runways were serviceable throughout this period. Unlicensed paved Runway 07/25 was used on 28 days with 350 movements taking place.

Mar - Weather: there were 12 days when weather (strong winds, thunderstorms/rain or fog) reduced flying activity. **Runways:** the grass runways were unserviceable for 7 days during this period. Unlicensed paved Runway 07/25 was used on 7 days with 106 movements taking place.

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Movements Outside ATC Hours

	Com	NPAS	HEMS	Total
Jan	14	86	48	148
Feb	18	109	58	185
Mar	14	153	74	241

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Flying Complaints

2014	Total Movements	Total Complaints	No. of Complainants	2013	Total Movements	Total Complaints	No. of Complainants
Jan	1364	1	1	Jan	1577	2	1
Feb	1554	3	3	Feb	2230	3	2
Mar	3579	8	6	Mar	2602	5	2

Complaints relating to fixed-wing aircraft

2014	Fixed-wing Movements	Complaints	No. of Complainants	2013	Fixed-wing Movements	Complaints	No. of Complainants
Jan	189	0	0	Jan	189	0	0
Feb	2230	3	3	Feb	468	0	0
Mar	1721	5	4	Mar	866	3	1

Ref	Details of Complaint	Runway & Movement Info	Action
FW01/14	Complainant: Mrs A Location: South Nutfield Complaint: 9 th Mar. Fixed-wing overflying house	Runway: 18 FW Movements: 110 Total Movements: 230	The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible. No further action.
FW02/14	Complainant: Mrs W Location: Woodside Way, Salfords Complaint: 14 th Mar 1249hrs Fixed-wing overflying property.	Runway: 26R FW Movements: 129 Total Movements: 80	General complaint about aircraft overflying her location. The complainant resides within the ATZ directly in line with Rwy 08R/26L and adjacent to Rwy 08L/26R therefore they will be overflowed when we are using this Runway. Complainant has had the situation explained to them on previous occasions. NFA.
FW03/14	Complainant: Mrs G Location: Lonesome Lane, Salfords Complaint: 16 th Mar 0230-0345hrs. Fixed-wing in the area.	Runway: N/A FW Movements: N/A Total Movements: N/A	This complaint relates to a fixed-wing flying in the Horley/Salfords area in the early hours of Sunday morning. Aircraft was not operating from Redhill Aerodrome. Complainant spoken with. NFA.
FW04/14	Complainant: Unclear Location: Unclear Complaint: 17 th Mar 13092hrs Fixed-wing overflying property.	Runway: 26R FW Movements: 135 Total Movements: 86	This complaint relates to aircraft overflying the complainant's location; unfortunately the details on the Noiseline were unclear with the message cutting in and out. NFA.
FW05/14	Complainant: Mrs A Location: South Nutfield Complaint: 24 th Mar. Fixed-wing overflying house	Runway: 18 FW Movements: 109 Total Movements: 68	The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible. No further action.

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Complaints relating to helicopters

2014	Helicopter Movements	Complaints	No. of Complainants	2013	Helicopter Movements	Complaints	No. of Complainants
Jan	1071	1	1	Jan	1388	2	1
Feb	350	0	0	Feb	1762	3	2
Mar	1858	3	3	Mar	1741	2	1

Ref	Details of Complaint	Runway & Movement Information	RAL Action
H01/14	Complainant: Mr R Location: Southern Avenue, Salfords. Complaint: 05 Jan. Helicopters flying west of London-Brighton railway line.	Helistrip: H26 Heli Movements: 54 Total Movements: 66	The complainant reports helicopters are routinely flying west of the London/Brighton Railway Line. The houses in Southern Avenue are between 14m and 70m from the railway line. Properties in this area will be subjected to helicopter noise when the helicopter circuit is active. The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible however it is not always possible. Having met with the complainant at planning inquiry he informed me that he does not require a response and only asks that the complaints are recorded. NFA.
H02/14	Complainant: Location: Nutfield Complaint: 4th Feb yellow heli flying very low.	Helistrip: N/A Heli Movements: N/A Total Movements: N/A	This complaint relates to WPD helicopter undertaking power line surveys. Not related to any helicopter operating from Redhill aerodrome. Complainant telephoned and updated. NFA.
H03/14	Complainant: Location: Dorking Complaint: 4th Feb.	Helistrip: N/A Heli Movements: N/A Total Movements: N/A	Anonymous complainant, very angry, about something flying over Dorking. No details of offending aircraft and no contact details. Possibly relates to WPD heli. NFA.
H04/14	Complainant: Mr R Location: Southern Avenue, Salfords. Complaint: 16th and 23rd Feb (3 times). Helis flying over his location.	Helistrip: H26 (16th and 23rd) Heli Movements: 93 (16th) and 50 (23rd) Total Movements: 176 (16th) and 50 (23rd)	The complainant resides within the ATZ and within the helicopter visual circuit pattern. The complainant does not require any response only that the complaint is recorded. NFA.
H05/14	Complainant: Mr R Location: Southern Avenue, Salfords. Complaint: 1st, 2nd, 23rd, 27th, 28th and 30th Mar (6 times). Helicopters flying west of London-Brighton railway line.	Helistrip: H08, 18, 26 and 36. Heli Movements: N/A Total Movements: N/A	The complainant resides within the ATZ and within the helicopter visual circuit pattern. The complainant does not require any response only that the complaint is recorded.
H06/14	Complainant: Mrs L Location: Crabhill Lane, S Nutfield. Complaint: 4 th Mar (2200hrs) and 5 th (0900hrs) heli flying.	Helistrip: H26 Heli Movements: 85 (4th) and 85 (5th). Total Movements: 114 (4th) and 108 (5th).	This complaint relates training flights undertaken by the KSSAA. Contact details for the complainant have been passed to KSSAA for them to respond. NFA.

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H07/14	Complainant: Mrs A Location: S Nutfield Complaint: 22 Mar (1602hrs).	Helistrip: H26 Heli Movements: 62 Total Movements: 196	The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible. No further action.
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Philip WRIGHT
Aerodrome Manager/SATCO

02.04.2014

Open Letter to Redhill Aerodrome Consultative Committee

Wednesday 9 April 2014

Aerodrome Intentions following Appeal Dismissal

1. The Redhill Aerodrome Board, staff and many tenants and users were extremely disappointed with the appeal.
2. A claim has been lodged in the High Court as our legal advisors believe the basis of the decision to be flawed. We do not know what the outcome of that will be and it will take at least six months.
3. Therefore we are working on the basis that we will not have the runway that would have secured our future. We have frequently been asked about 'Plan B' and have tried to explain that there is no clear, simple or obvious 'Plan B'. This is because, as again been explained, there is no other means of guaranteeing our future.
4. What we are now doing is trying to increase the level of activity at the site - promoting it to flying clubs, making it more attractive to pilots and other visitors. We are looking to arrange some 'fly-ins' and offering incentives associated with this. We will be offering some extension to our usual opening hours. We will use our permitted development rights where necessary to improve some of the aircraft parking areas and roadways / taxiways. And although not of direct relevance to this committee we are trying to maximise the use of the non-aviation related buildings.
5. None of these things will, however, make any substantial impact on the financial stability of Redhill Aerodrome Limited or our tenants. The position is fragile. It has been difficult to convey this fragility. For example, you will, I hope, shortly see work going on at two of the old hangars that were occupied by Brake Bros. (which are of course landside and in non-aviation use). Their roofs were damaged in the mini tornado at the end of January. It will cost some £300,000 to repair these. This is not a demonstration of the ability of the owners to just fund work of this type. It is because it is essential to securing a tenant for these buildings. Without this tenant, the whole business could collapse. The 'myth' that the rental income gives a profit is not correct. The rental income supports the operational business.
6. The same is true of the lighting (which was discussed at some length at the inquiry). We need to replace this but the owners of the business will need to dig deep into their own pockets to do so. We have to in order to keep the police and Air Ambulance here – as without them the whole business could collapse.
7. As you know, we have tried to engage with the local community over the last few years. We have not managed this to the extent necessary. This is in part because the myths abound and some people have not wanted to accept the facts.

8. But, we have heard from many people over the last few months that some local people do now wish to engage. We have read the press with reports such as 'We don't want the aerodrome to close but they can't think they can do what they want...'. Well, we have set out what we believe we need (not want) to survive. I now want to hear what the community thinks it would be prepared to support. And I want an opportunity to engage with people who understand business and can appreciate the fragility of our operations here. Because closure would not only harm the 400 people who rely on this site for their livelihood but it would introduce far greater uncertainty, dereliction and potentially unwanted vandalism, illegal activity etc for the local community.
9. I do not think this is the right forum for this discussion, but I am asking for an opportunity to sit down with the Parish Councils to start with, as representatives of their communities to test if there is any aviation infrastructure improvement that would be supported to sustain this operation.

Ann Bartaby

Chief Executive

7 April 2014